SHREVE ROAD CORRIDOR STUDY

Virtual Public Information Meeting

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October 7, 2020

Agenda

- Instructions
- Planning Study Overview
- Previous Studies and Ongoing Improvements
- Proposed Recommendations
- Next Steps
- Questions

GoToWebinar Tips

- If you want to ask an oral question, you need to raise your hand and unmute yourself. Oral question period will be in the last 30 minutes of the meeting.
- Expand the Questions Box
- To ask a question [*Enter a question for staff*]; staff will orally ask it during the meeting as time allows.
- All participants are muted.
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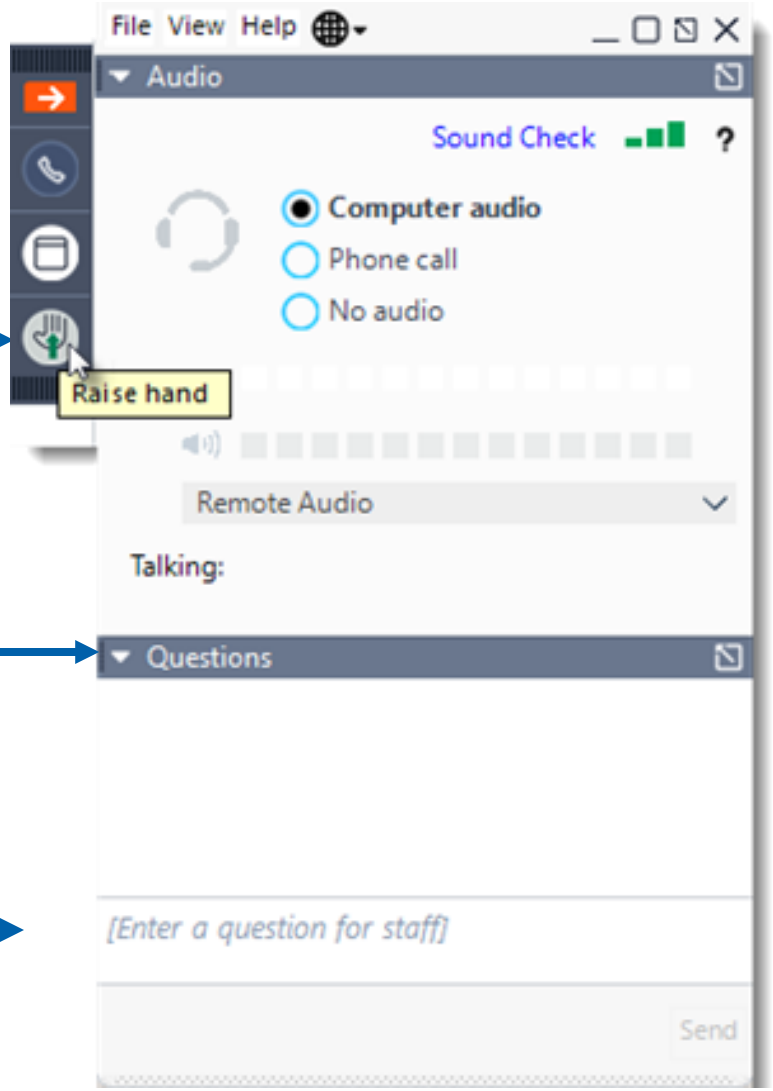
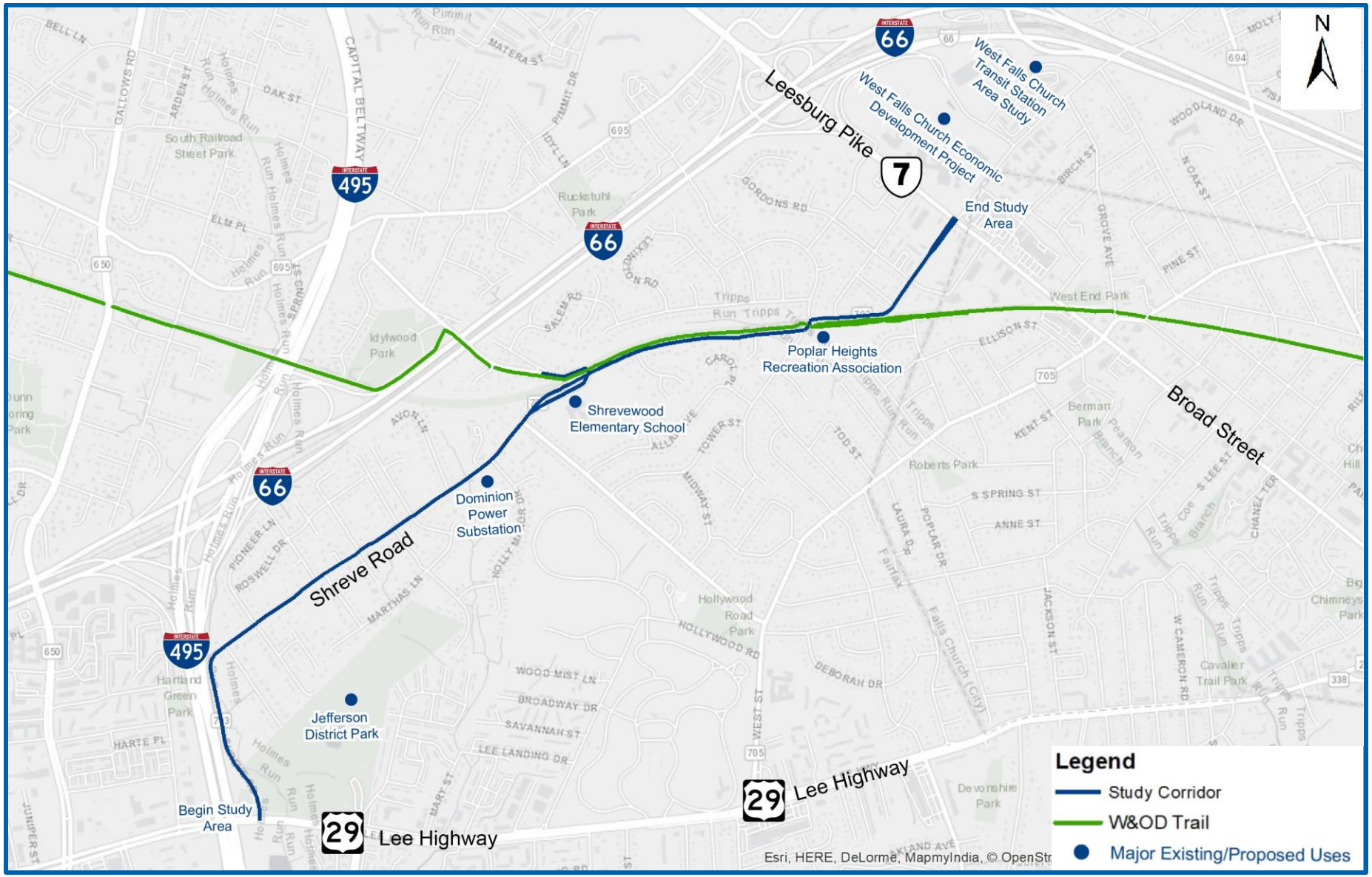
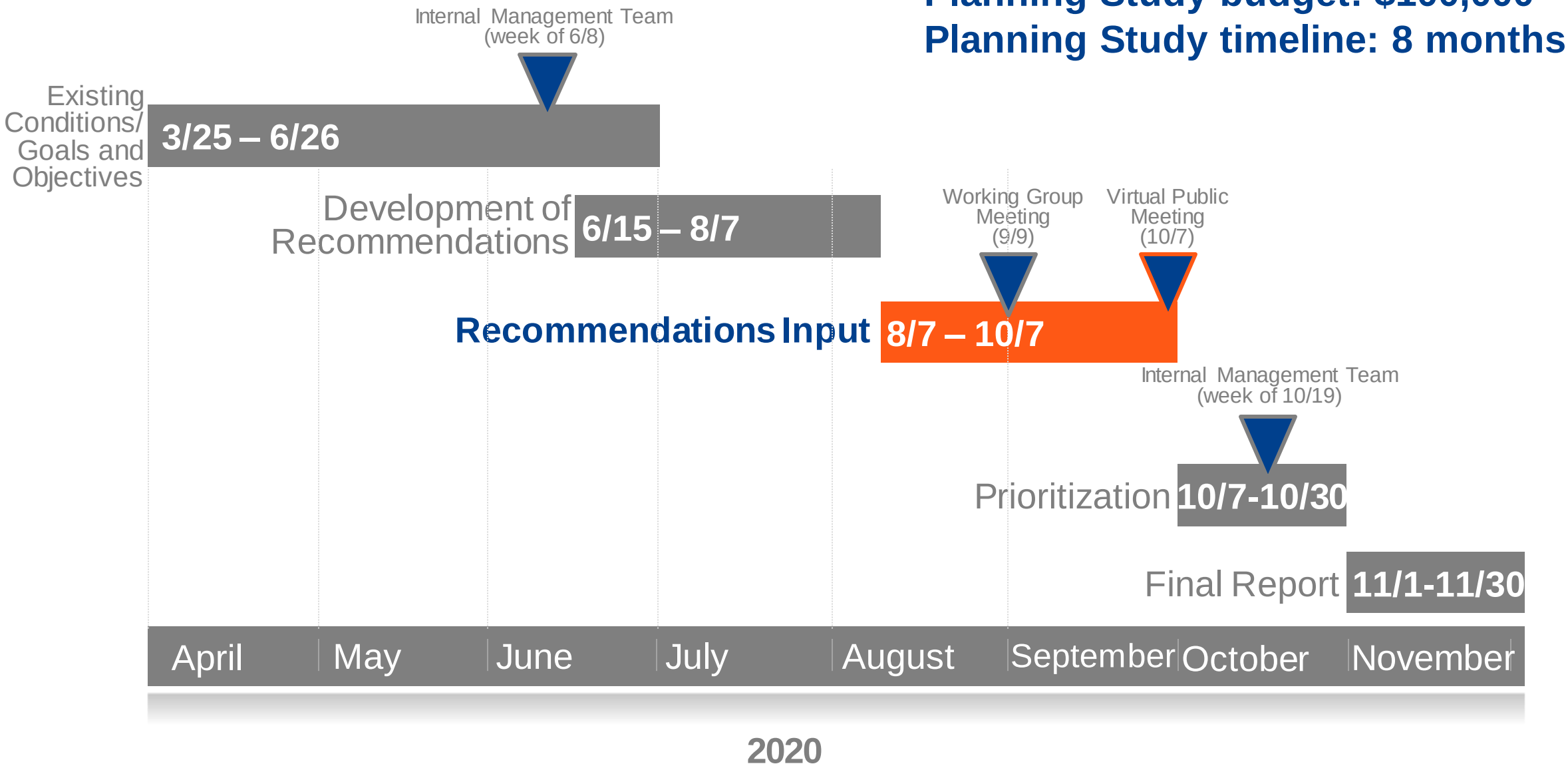


Study Limits (Shreve Road and Surrounding Community)



Study Schedule

Planning Study budget: $100,000
Planning Study timeline: 8 months



Study Goals and Objectives

- **Identify design measures to reduce vehicle travel speeds and enhance safety for pedestrians & bicyclists along the corridor.**

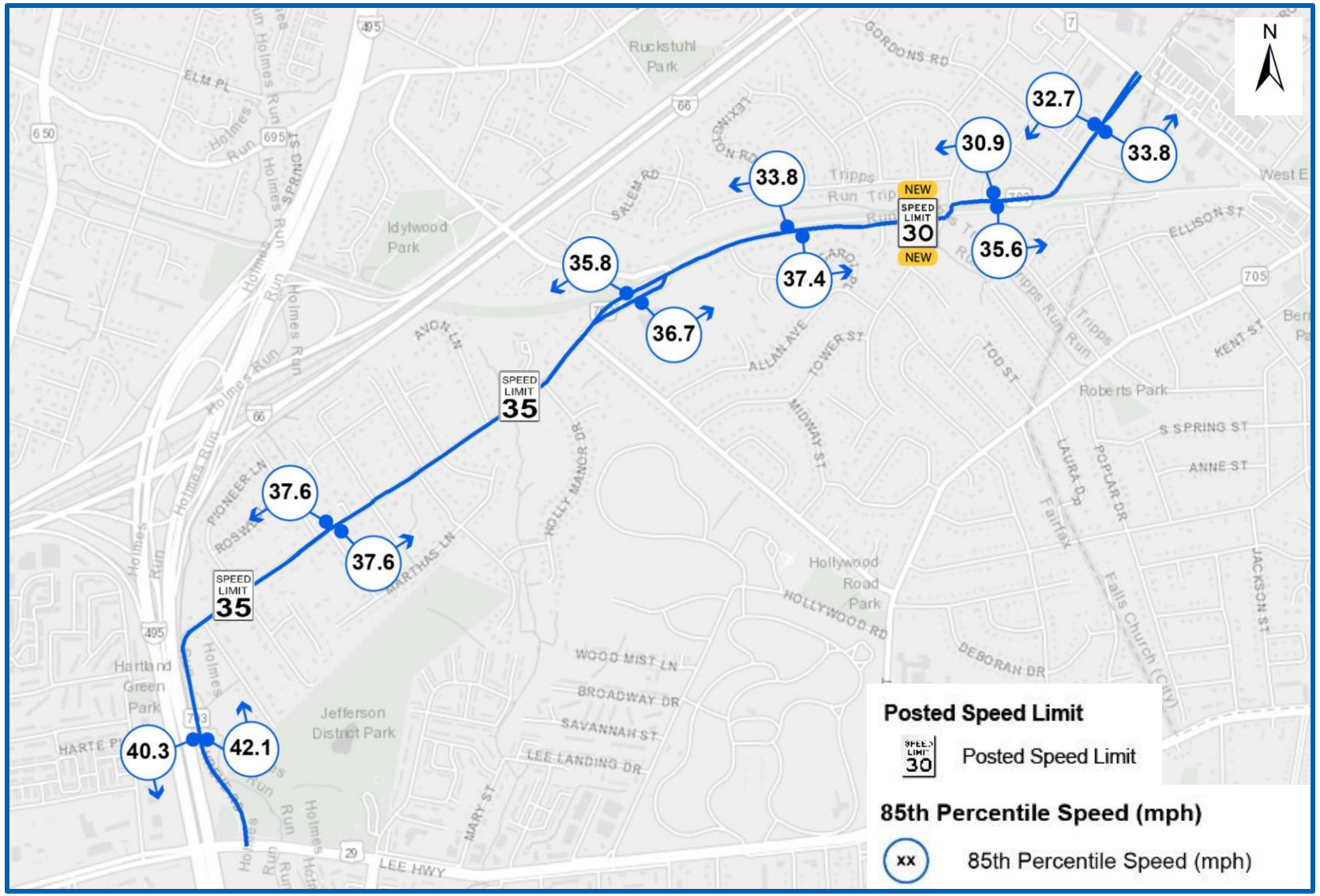
- **Reduce conflicts between modes where activity points interface with Shreve Road at:**
  - **Shrevewood Elementary School**
  - **Washington & Old Dominion (W&OD) Trail.**

- **Reduce impediments to sight lines, especially where pedestrians and bicycles are obstructed.**

- **Develop recommendations that are feasible, implementable, and/or appropriate for funding opportunities (such as grant applications).**

Previous Studies and Ongoing Improvements

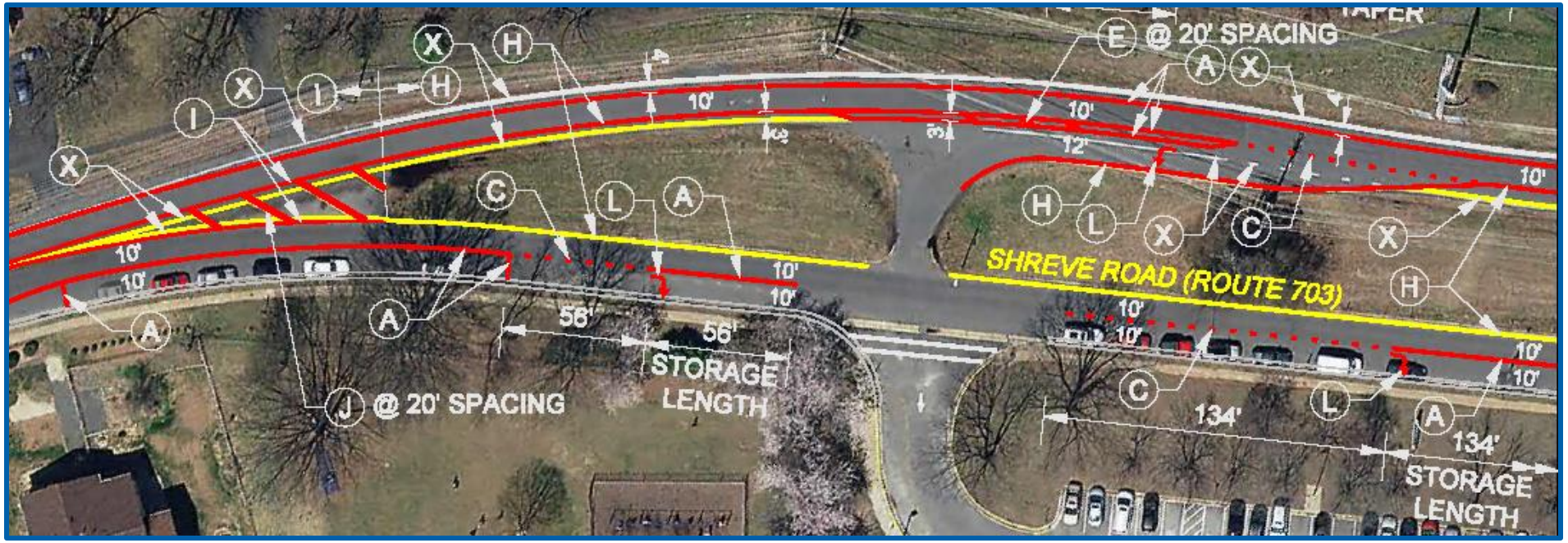
VDOT Speed Study October 2019



- ***Speed data collected in October 2019***
- **Focus of the study was Shreve Rd**
- **Identified 85th Percentile Speeds**
- **Based on the speed data, AADT, crash data, surrounding development and roadway characteristics / geometry**

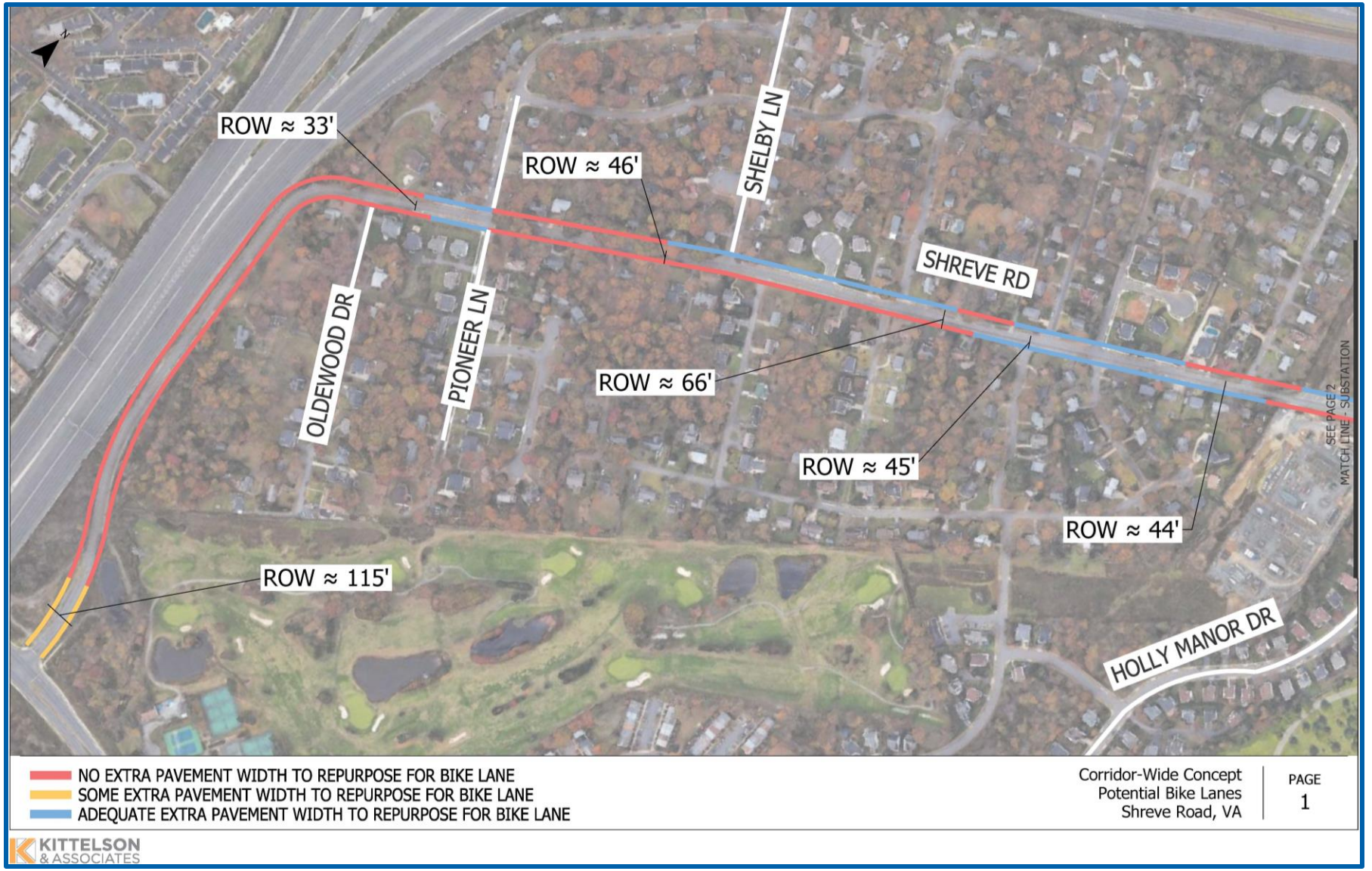
VDOT Resurfacing and Restriping

- **Opportunities at Shrevewood Elementary School**
  - Convert on-street parking to a right-turn lane



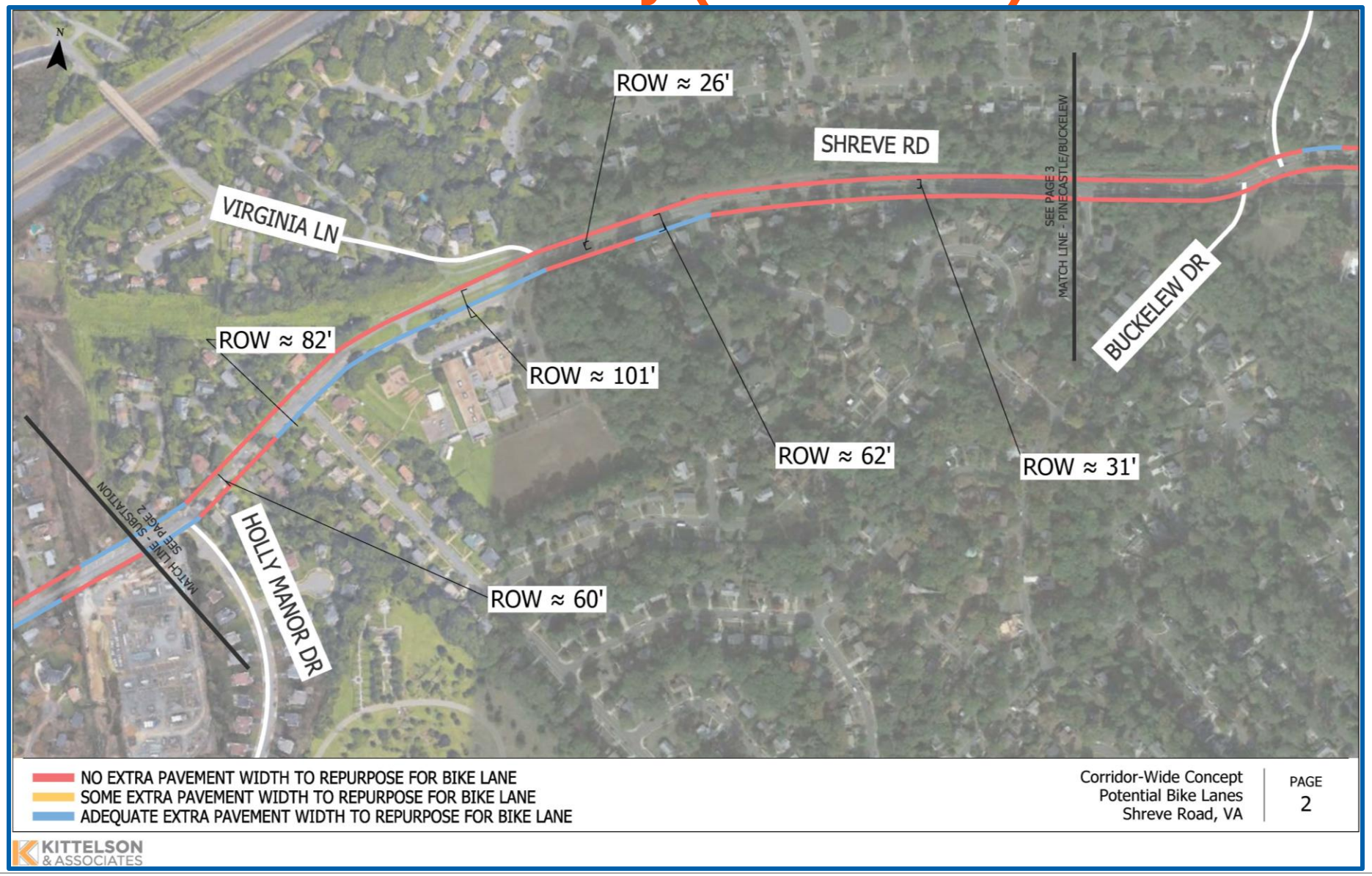
- **Corridor Study Team – Check Bike Lane Feasibility**
  - Not enough width to restripe bike lanes

Bike Lane Feasibility



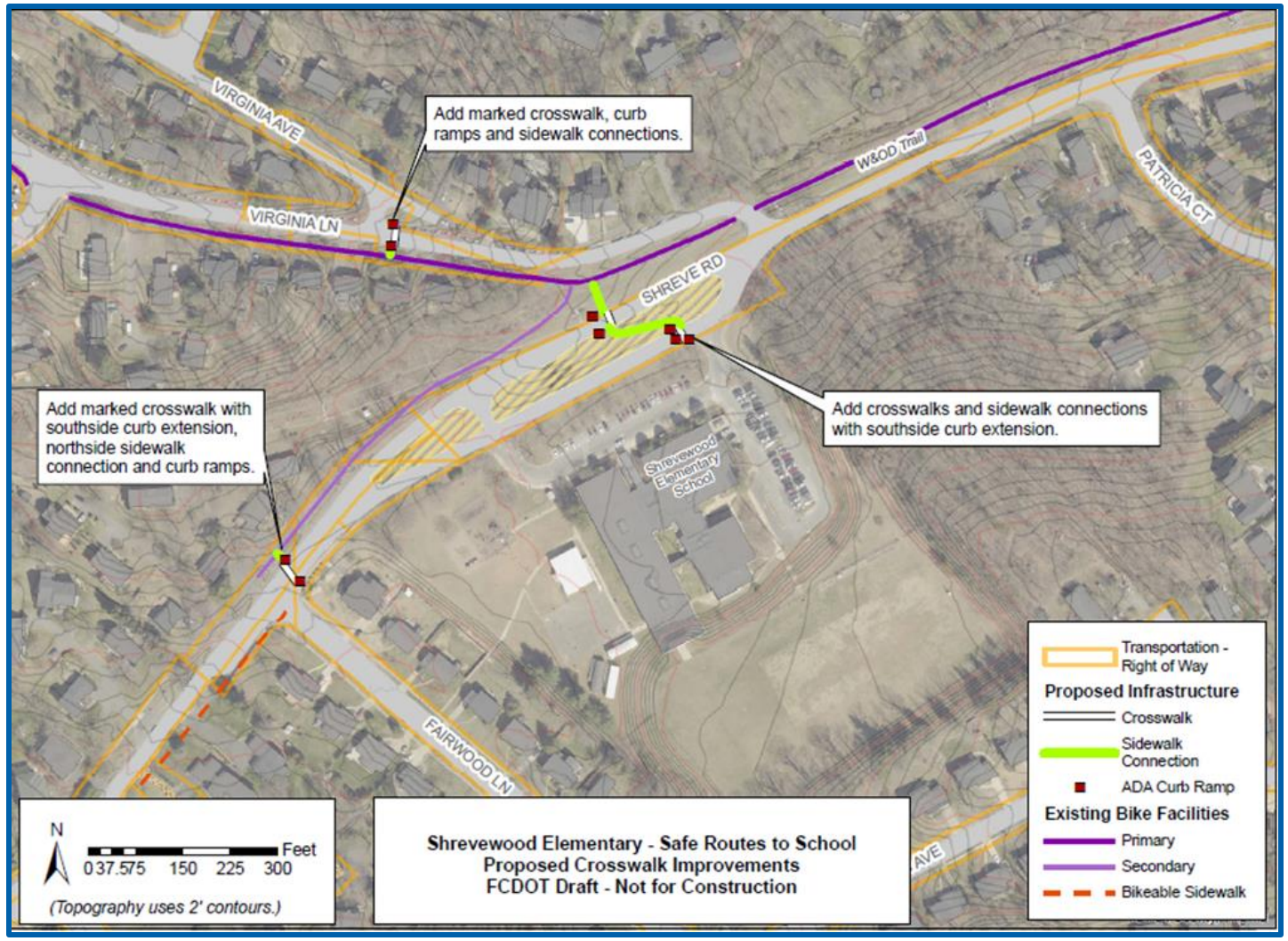
- **There would be some gaps to fit a bike lane in the corridor.**
- **Right-of-Way would need to be acquired for portions of the corridor.**

Bike Lane Feasibility (continued)



- **W&OD Trail runs parallel to Shreve north of the Shrevewood Elementary School**

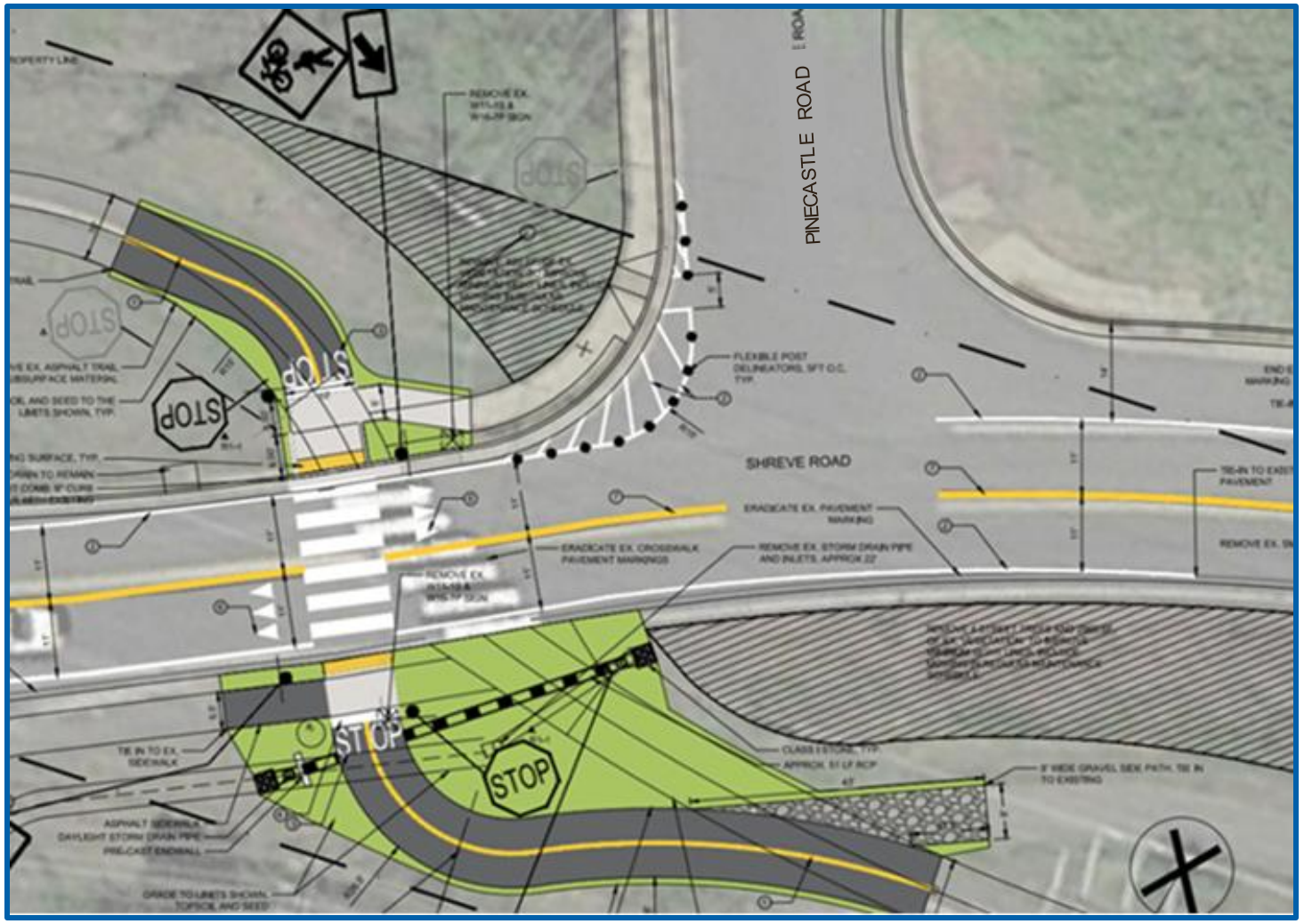
FCDOT Safe Routes to School (SRTS) Grant



- **Project administered by FCDOT**
- **Install crosswalks, sidewalks, and improve curb ramps**
- **Project would be funded through a federal source**

From SRTS grant application, provided by FCDOT

NOVA Parks W&OD Trail Improvements

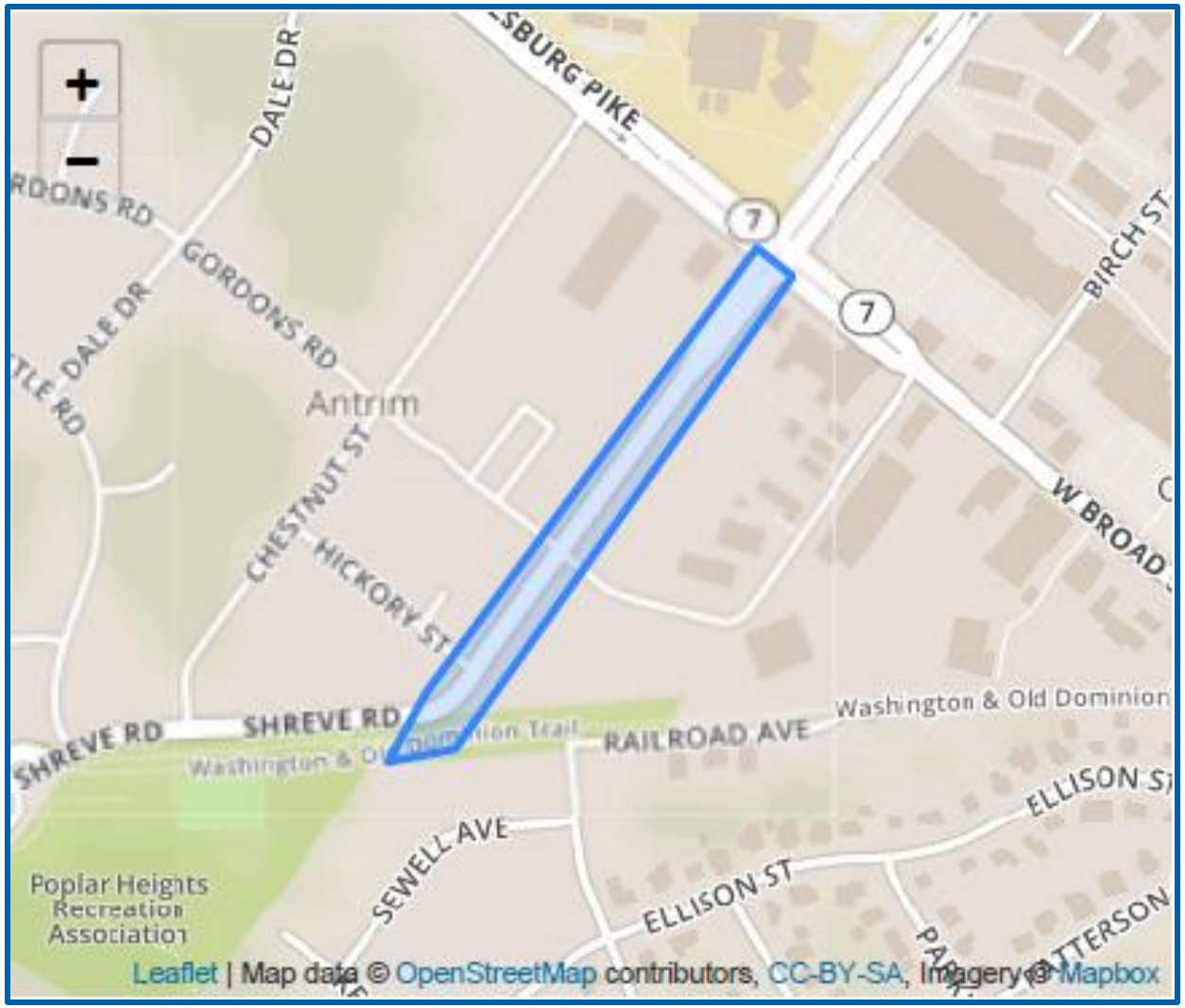


Provided by NOVA Parks

- Align W&OD crossing to be perpendicular
- Add yield markings and signage
- Add flexible barrier at Pinecastle Road

Example of flexible barrier

City of Falls Church – West Falls Church Project

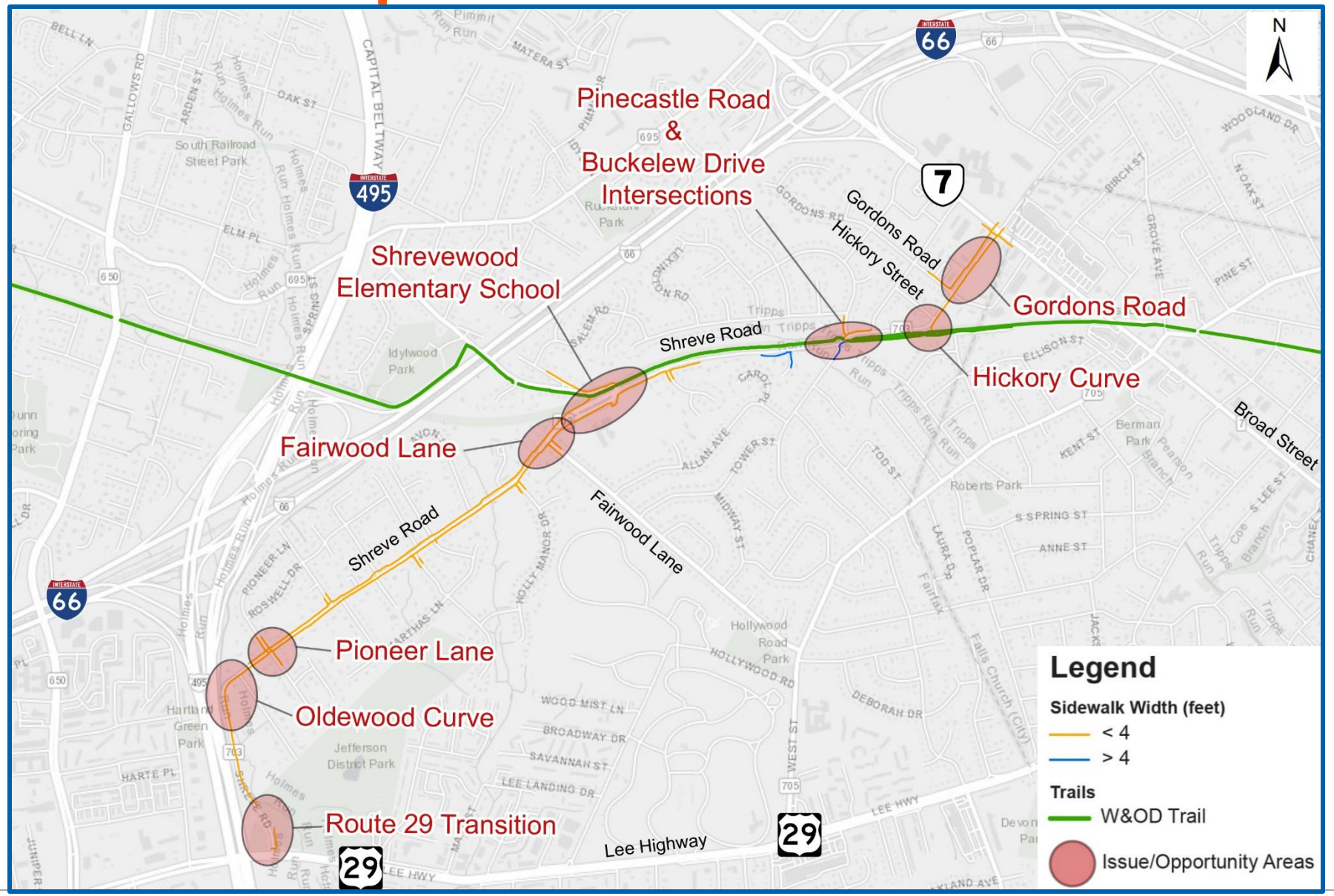


From West Falls Church grant application

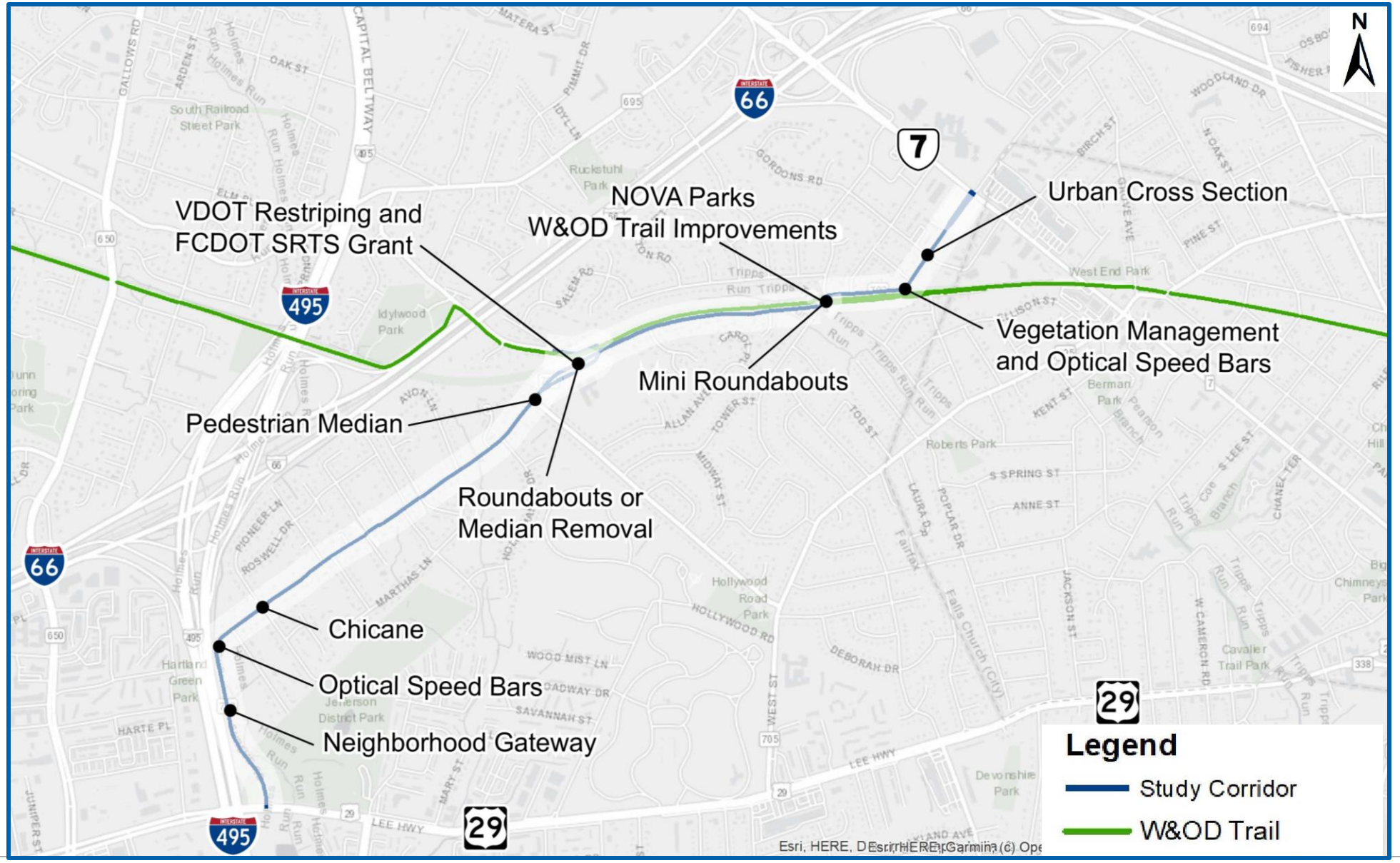
- Project administered by City of Falls Church
- 10’ Shared Use Path on east side of Shreve
- Includes 6’ landscaping buffer
- Add some stormwater drainage improvements
- Install high-visibility crosswalk on Gordons Road

Proposed Recommendations

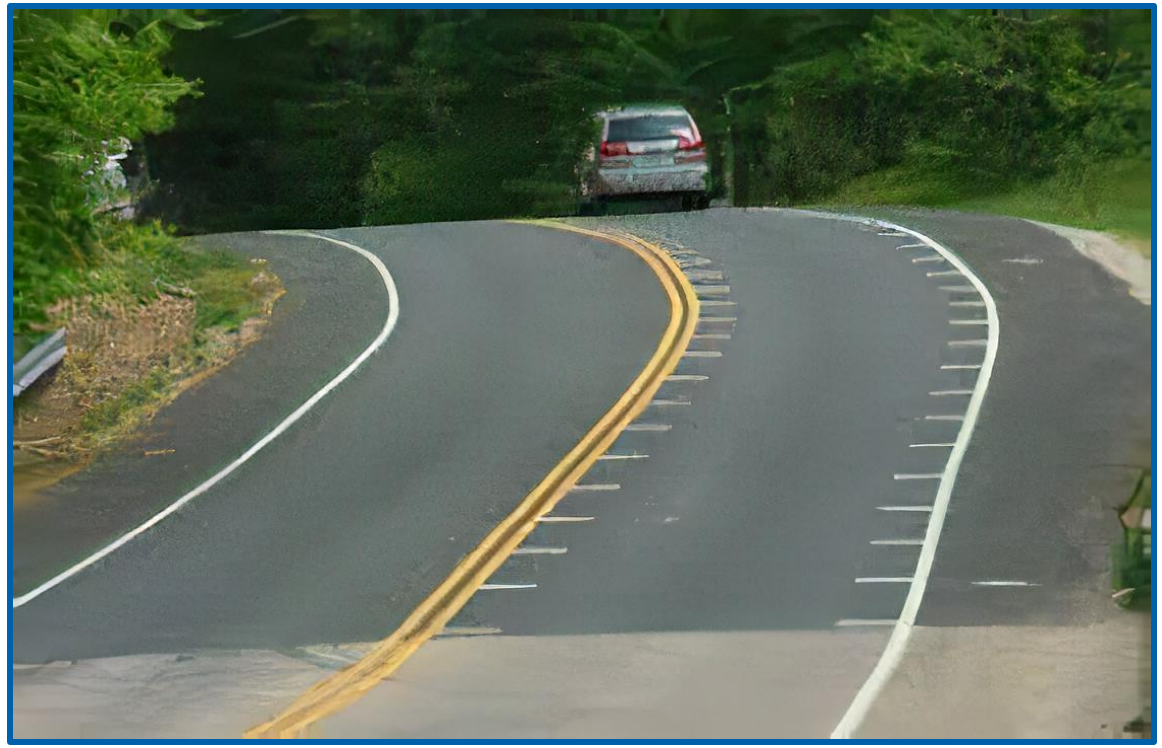
Identify Areas of Improvements



Recommendations



Route 29 Transition to Oldewood Curve



Optical Speed Bars

Neighborhood Gateway

Pioneer Lane

Planning Study Only – Not for Construction

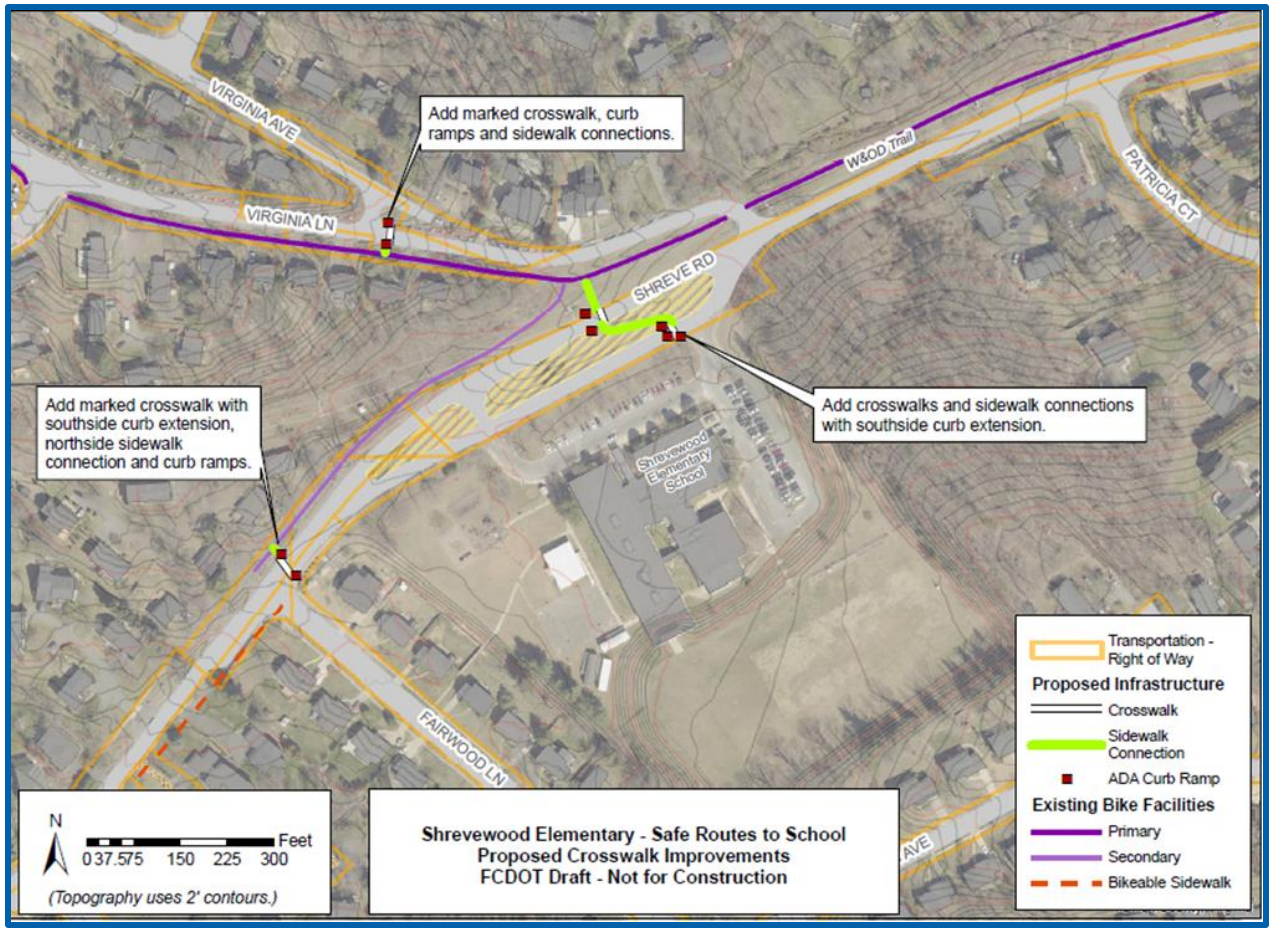
Chicane

Fairwood Lane

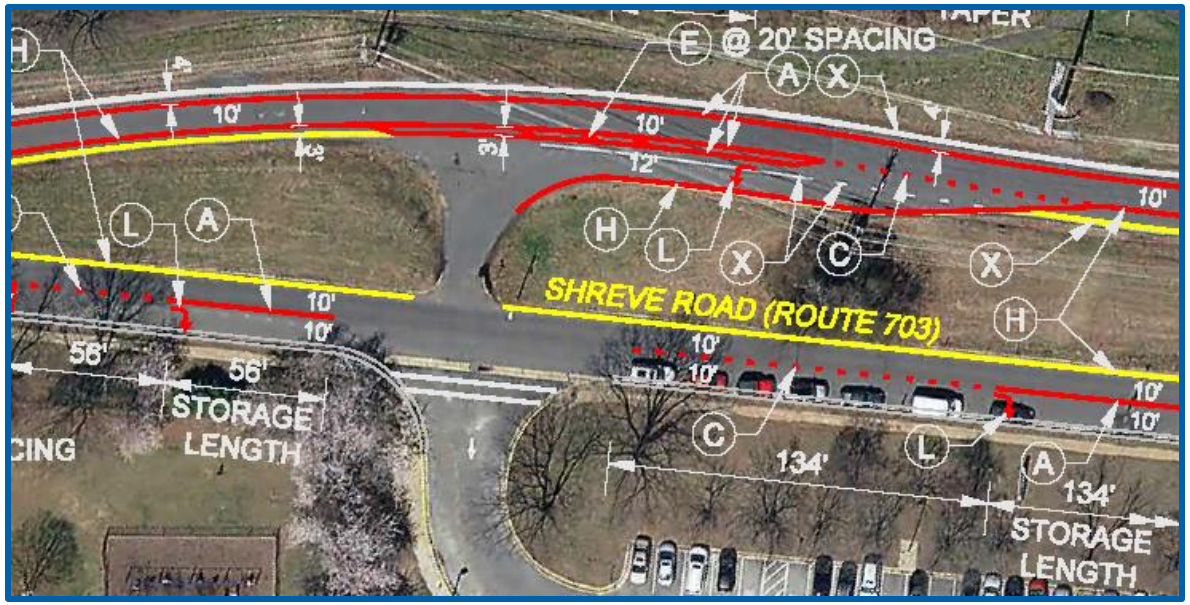
Planning Study Only – Not for Construction

Pedestrian Median

Shrevewood Elementary School (ongoing projects)



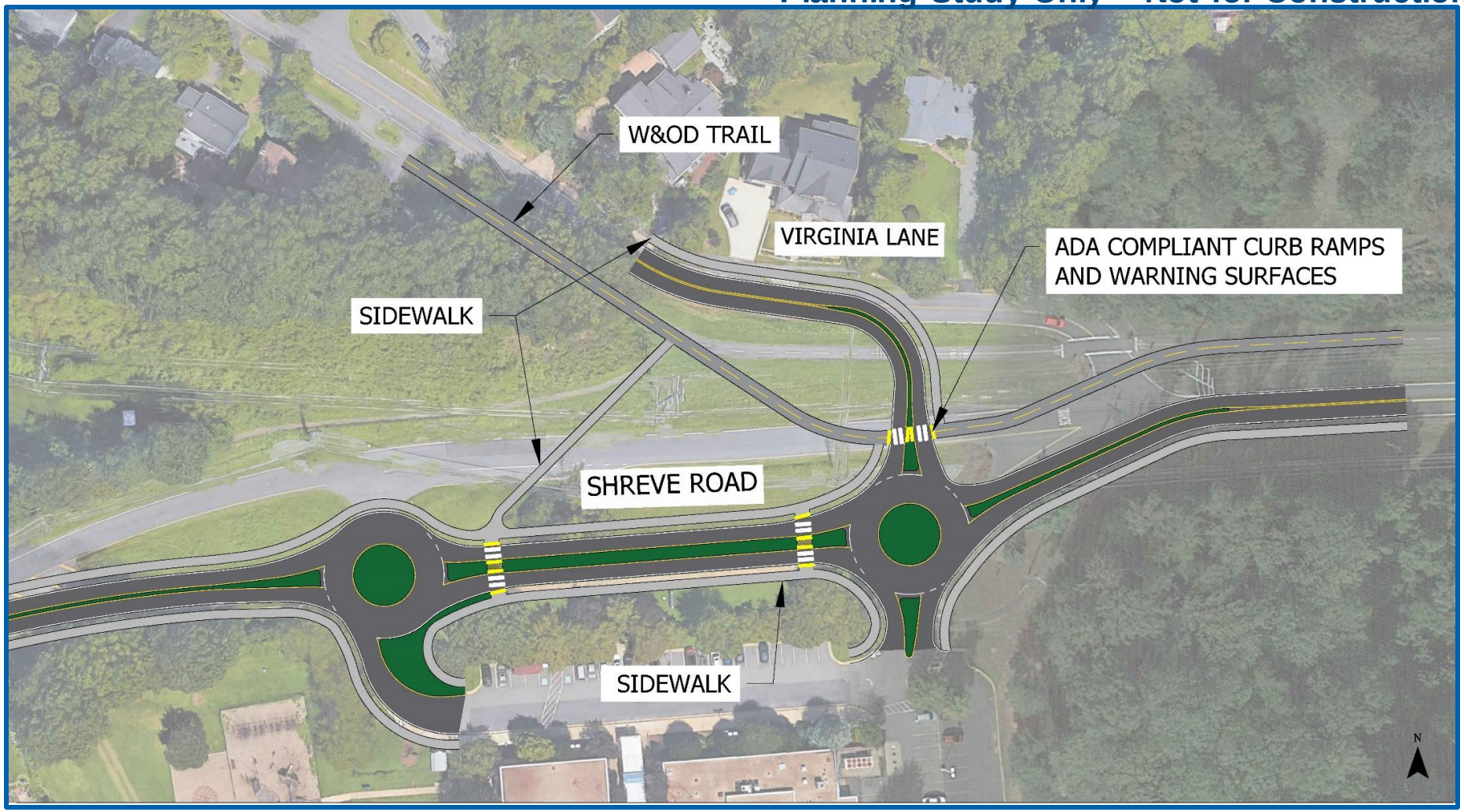
FCDOT Safe Route to School Grant



VDOT Restriping

Shrevewood Elementary School (Alternative 1)

Planning Study Only – Not for Construction

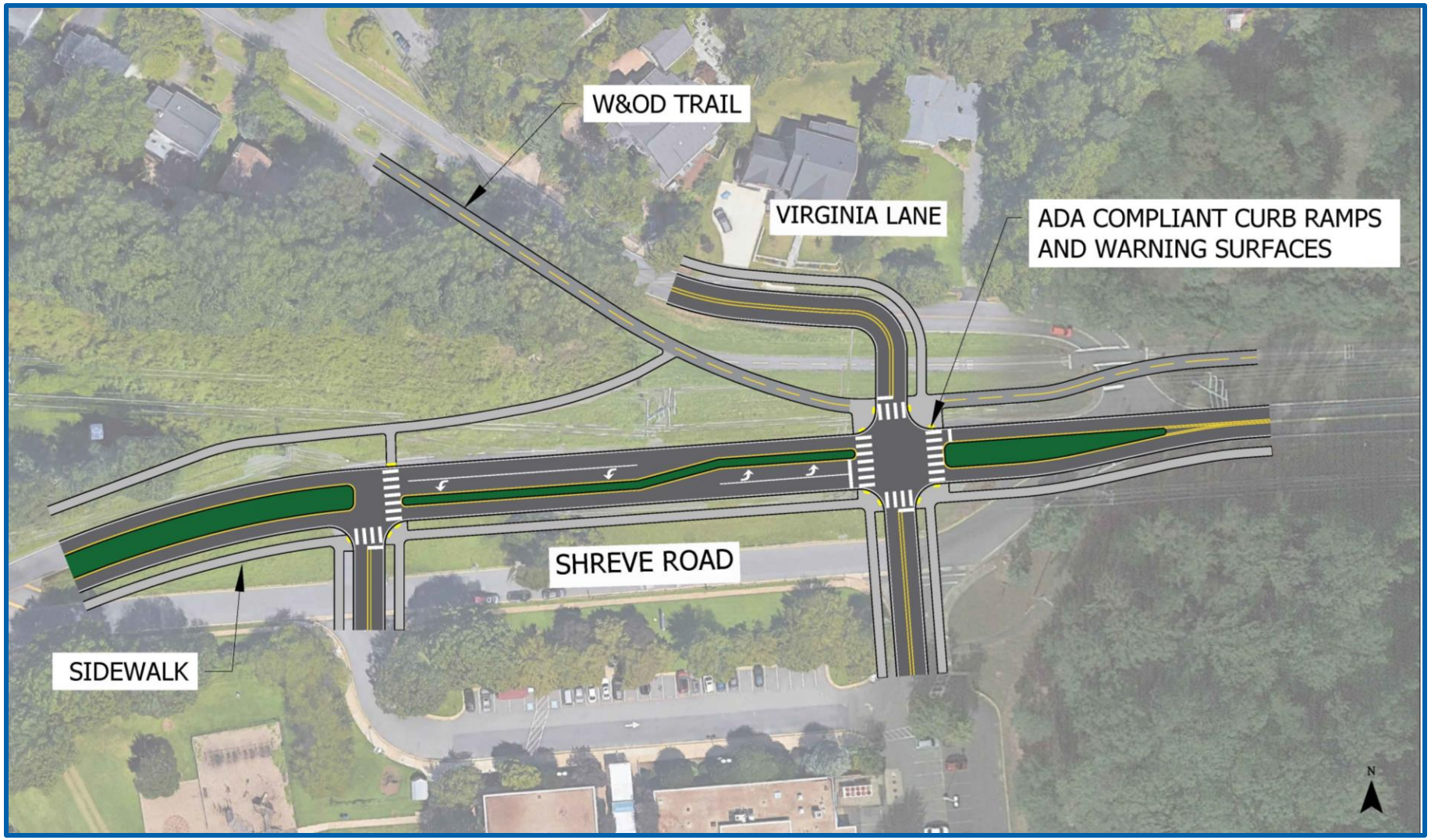


Roundabouts

- **Significant engineering considerations include utilities and topography, especially coming down Virginia Lane**
- **School Bus turn radius checked**
- **For more information on roundabouts near schools see: http://guide.saferoutesinfo.org/engineering/roundabouts.cfm**

Shrevewood Elementary School (Alternative 2)

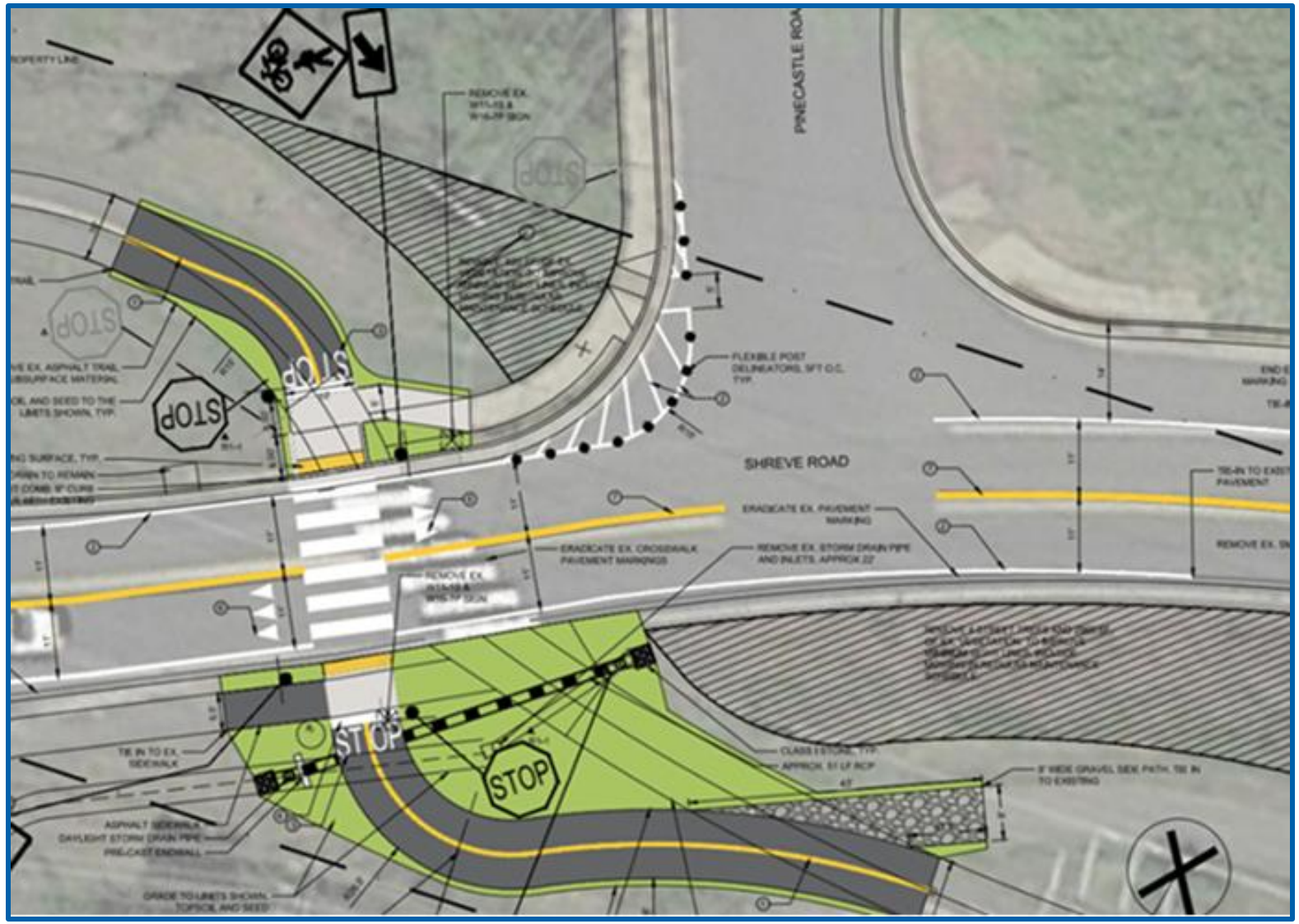
Planning Study Only – Not for Construction



Median Removal

- **Significant engineering considerations include utilities and topography, especially coming down Virginia Lane**
- **Signal Justification Report would need to be completed and approved**

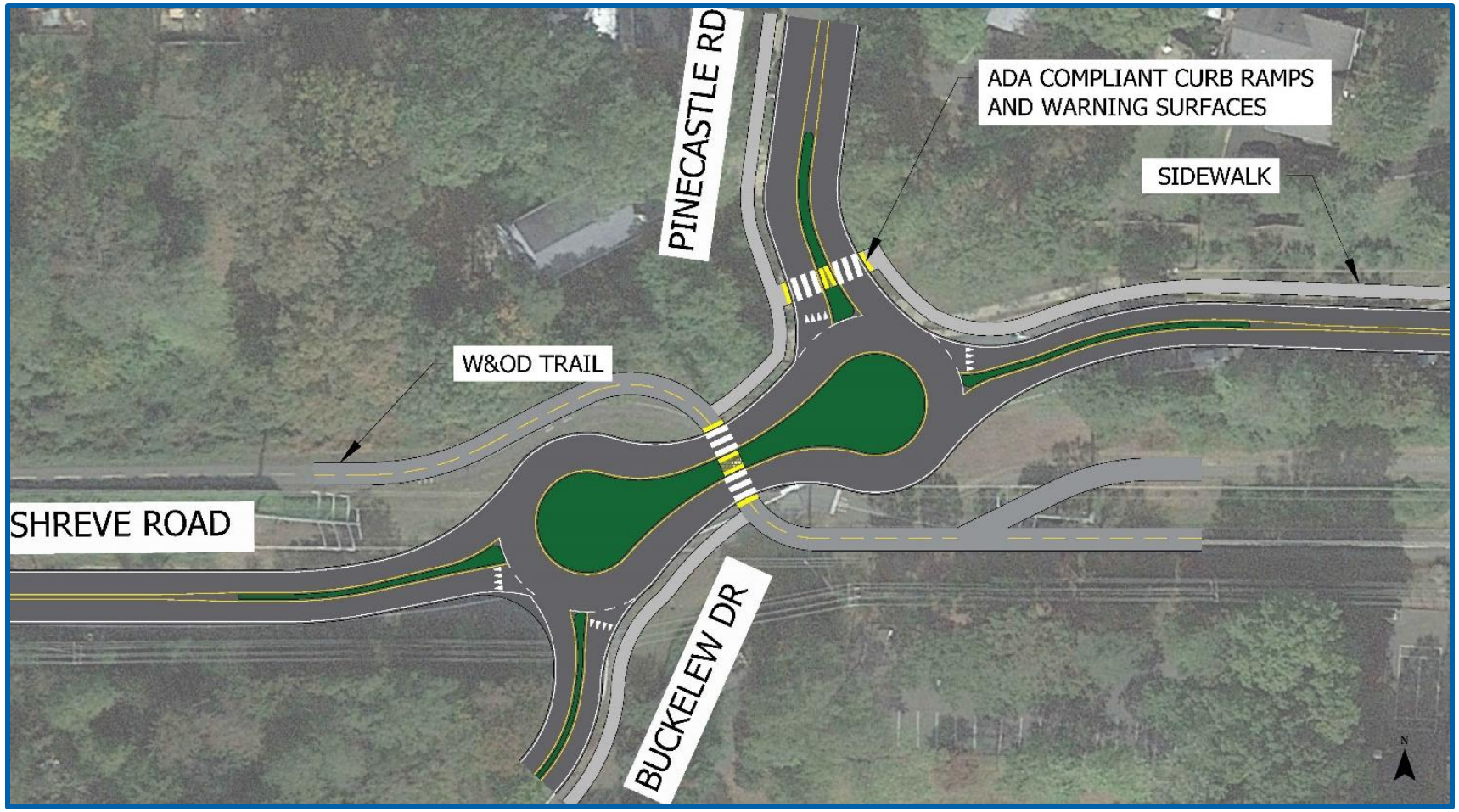
Pinecastle Road



- Reconstruct the corner of the intersection with curb & gutter
- VDOT has concerns with using flexible barrier, including:
  - Maintenance
  - Snow plowing
  - Potential vehicle obstruction

Pinecastle Road and Buckelew Drive Intersections

Planning Study Only – Not for Construction



Two Mini Roundabouts

- **Mini Roundabouts have a smaller diameter than typical Roundabouts**
- **Significant engineering considerations include utilities, property impacts, and topography**
- **School Bus turn radius checked**
- **Single roundabout has more significant property impacts**

Hickory Curve; Guardrail Consideration

- VDOT was asked to review Shreve Road to provide additional guardrail as a means to shield pedestrians from motorists.

- Guardrail is a safety barrier that provides the following safety benefits:
  - Guardrail is a device intended to shield a motorist who has left the roadway from striking fixed object hazards within the clear zone that cannot be mitigated through other means. These may include trees, bridge piers, retaining walls, and utility poles among other obstacles.
  - Preference is always given to maintain an area free of obstructions (a "clear zone") adjacent to the roadway, in lieu of installing guardrail. If it is not feasible to remove those obstacles, guardrails are considered and installed as the consequences of striking a guardrail would be less severe than striking fixed object hazards.

- VDOT Traffic Engineering used Federal Highway Administration guidelines and found that additional guardrail installation is not warranted. More information about guardrails can be obtained at: https://www.fhwa.dot.gov/guardrailsafety/guardrail101.pdf

Hickory Curve

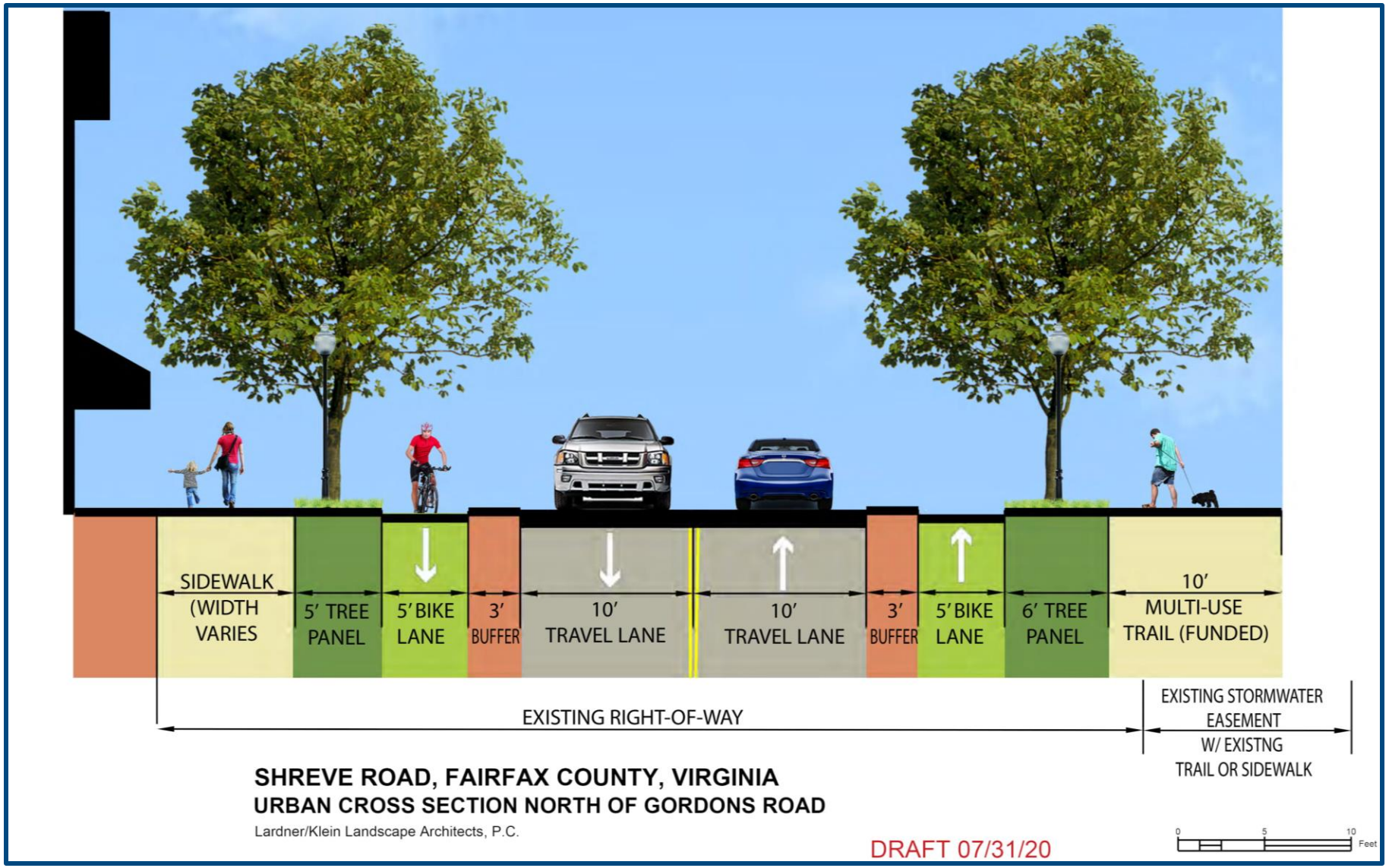
- Slow operating speeds and enhance signage & pavement markings to slow traffic in advance of curve.
- Move the pedestrian pathway as far out of the clear area as possible.
- Clear vegetation to improve sight lines.
- Consider adding barrier curb & gutter along the curve.

Vegetation Management

Optical Speed Bars

Shreve Road near Gordons

- Cross section would run from Gordons Road to Route 7.
- Different from City of Falls Church current project.
- Would build on City project by adding buffered bike lanes.



Urban Cross Section

Next Steps

- Provide feedback by October 19
- Late October – Recommendation Priorities and Next Steps
- Late November – Study Report available on website
- This is a study phase and does not set construction dates for any of the alternatives. The purpose of this study is to develop proposed improvements that localities can apply for to develop all or some of the recommendations.

How to Submit Your Comments

Give feedback on the virtual public information meeting in the following ways by October 19:

Email Us

MeetingComments@vdot.Virginia.gov
Please reference "Shreve Road Corridor Improvements" in the subject line

Mail Us

Mr. Amir Shahpar, P.E.
VDOT's Northern Virginia District
4975 Alliance Drive
Fairfax, Virginia 22030

Comment

In the Questions window during the virtual meeting. The Study website is available at www.virginiadot.org/ShreveRd

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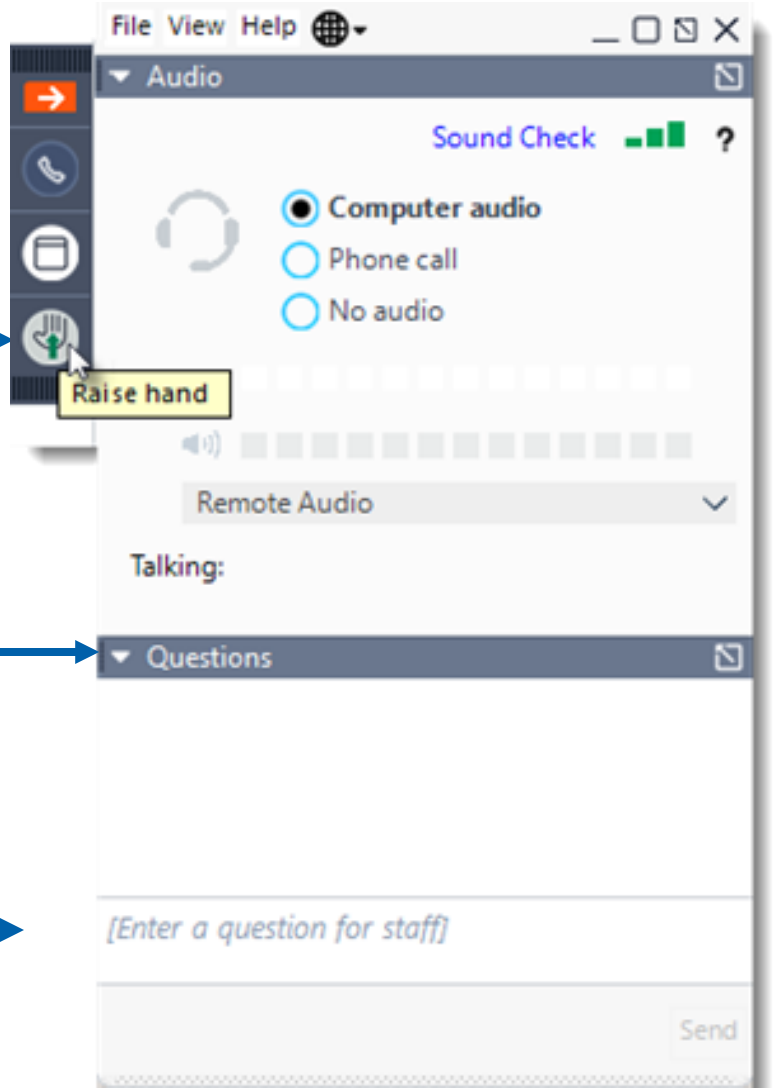

QUESTIONS?


VDOT
Virginia Department of Transportation

Mini Roundabout vs Roundabout

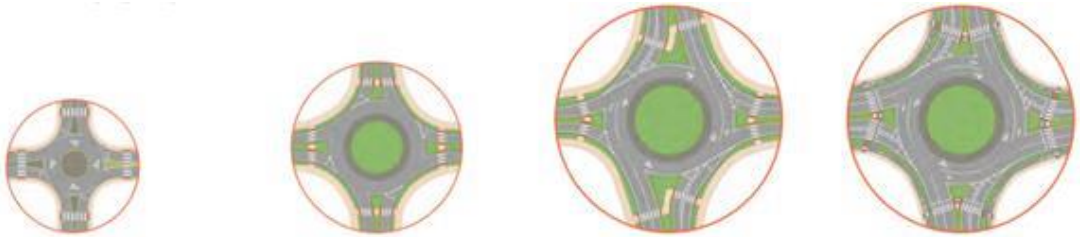

TABLE 1-1: TYPES OF ROUNDABOUTS

DESIGN ELEMENT	MINI-ROUNDABOUT	SINGLE-LANE ROUNDABOUT	MIXED LANES ROUNDABOUT	MULTILANE ROUNDABOUT
Maximum number of circulating lanes	1	1	2*	2*
Typical inscribed circle diameter	45 to 90 feet	90 to 150 feet	120 to 180 feet	135 to 300 feet
Central island treatment	Traversable	Raised with traversable truck apron	Raised with traversable truck apron	Raised with traversable truck apron
Typical daily service volumes on four-leg roundabout	Up to approximately 15,000	Up to approximately 25,000	Up to approximately 35,000 for a two-lane road intersecting a four-lane road	Up to approximately 45,000 for a four-lane intersecting a four-lane road
Desirable entry speed range	15 to 20 MPH	20 to 25 MPH	20 to 30 MPH	25 to 30 MPH

Source: MassDOT Guidelines for the Planning and Design of Roundabouts